

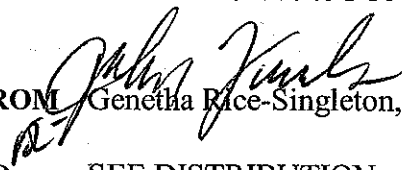
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0007402, Chatham County
CSSTP-0007-00(402)
CS 1504/Gwinnett Street Widening-
From Stiles Ave to I-16

OFFICE Program Control

DATE September 18, 2009


FROM Genetha Rice-Singleton, Program Control Administrator

TO SEE DISTRIBUTION

SUBJECT APPROVED REVISED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Ron Wishon
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Paul Liles
Glenn Durrence
Brad Saxon
Dennis Odom
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE CSSTP-0007-00(402) Chatham County **OFFICE** Jesup, Design
Gwinnett Street Widening
P. I. No. 0007402 **DATE** 6/11/2009

FROM Glenn W. Durrence, P.E., District Engineer, Jesup *(JBS ADO)*

TO Genetha Rice-Singleton, Asst. Director of Preconstruction

SUBJECT Revised Project Concept Report

Attached is the original copy of the revised Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

Currently the approved concept calls for widening the existing two lane roadway to a four lane section divided by a 20' raised median by expanding to the south of the location of the existing travel lanes. The section features 12' travel lanes, a 12' urban shoulder and type A median openings. In the proposed revision, part of the alignment is shifted as shown on the attached layout so that widening occurs to both sides of the existing pavement location. The proposed travel lanes are now 11' wide. The section still features an urban shoulder, but the width varies as shown on the typical sections attached to the document.

The revised concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTIP) and/or the State Transportation Improvement Program (STIP).

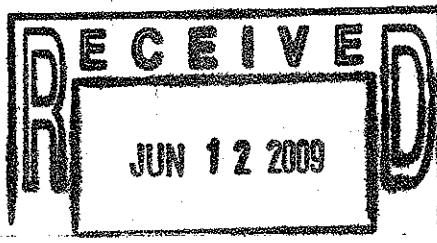
Angela J. Alexander

State Transportation Planning Administrator

Date 7/28/09

If there are any questions or if additional information is needed, please contact the Project Manager, Keith Stewart at (912) 427-5863 or e-mail at kstewart@dot.ga.gov.

GWD:ADO:jbs
Attachments



REVISED PROJECT CONCEPT REPORT

Need and Purpose: Gwinnett Street is a minor urban arterial facilitating the movement of east-west traffic between residential portions of West Savannah and Garden City to the west and Savannah's downtown and Historic District to the east. The street also provides access between downtown and the City Lot located on the north side of Gwinnett Street at Stiles Avenue. The City of Savannah and private developers are currently planning significant development on several large tracts of land located adjacent to Gwinnett Street between Stiles Avenue and Interstate 16/West Boundary Street. Major improvements for vehicular access to this area will be required to accommodate these developments including improvements to the 0.40 mile section of Gwinnett Street itself and to the intersections at either end.

The proposed Westside Master Plan Development is to be located along both the north and south sides of Gwinnett Street between Stiles Avenue and Interstate 16/West Boundary Street. The 50 acre development will include a 12,000 seat arena and a 2,800 seat performing arts center. Phase 1 of the Gwinnett Village will include 96 dual occupancy rooms and a 10,000 square feet athletic center; the eventual buildout of Gwinnett West would add 70,000 square feet of classroom buildings, a 150 room hotel and 140,000 square feet of retail and office space.

The purpose of the project is to improve the capacity of Gwinnett Street to accommodate the expected increase in traffic associated with the planned developments. This will be accomplished by replacing the current two lane road with a four lane road featuring a raised median, curb and gutter and sidewalks. The eastern section of the roadway will also feature on-street parking. Improvements to both the Stiles Avenue and Interstate 16 intersections will also be involved.

In addition to the primary purpose noted above, the project has the secondary purpose of meeting the need to avoid flooding and loss of access on the roadway. Currently, the roadway elevations near the middle of the project to the east of the Springfield Canal crossing are low. During large rainfall events the out of bank flow from the canal will cover portions of the road, blocking the east-west traffic movement. The proposed project will increase the capacity of the Springfield Canal crossing and raise the roadway elevations so that overtopping and loss of access will be a thing of the past.

Gwinnett Street continues to the west of Stiles Avenue as a two-lane section through a residential area. Beginning at Interstate 16 and continuing east to Martin Luther King, Jr. Boulevard, Gwinnett Street consists of four lanes, including two eastbound and two westbound lanes separated by a raised median. The current project will essentially extend the western terminus of the four-lane section from Interstate 16 to Stiles Avenue. Convenient access to the planned facilities will be provided by Interstate 16, West Boundary Street, and Martin Luther King, Jr. Boulevard to the east. Due to the lack of similar convenient access points west of Stiles Avenue, it is expected that a great majority of the traffic increases will utilize Gwinnett Street between Stiles Avenue and Interstate 16 with relatively small increases on Gwinnett Street west of Stiles Avenue. Existing traffic patterns support this assumption, as Stiles Avenue and the City Lot currently represent the westernmost significant traffic generators.

According to the 2009 Traffic Study performed for this project and included with this report, Georgia Department of Transportation (GaDOT) data give an average daily traffic volume for 2009 on Gwinnett Street of 10,100 vehicles per day along the project corridor, with a projected 2011 traffic ADT of 10,200 vehicles per day under current conditions. The traffic report includes estimates of the additional traffic that will be generated by the proposed development. Assuming that the development will be complete in 2011, the report projects an average daily traffic volume of 17,910 vehicles in the 2011 base year and 18,890 in the 2031 design year. These figures represent a 75% increase above the current volumes and are based on normal daily traffic, not the higher counts that would be associated with an event.

Gwinnett Street's primary purpose will be to facilitate access to the proposed development. The street will continue to provide access to downtown and the Historic District for residential areas further to the west. There is only a minimal truck presence; most of these are the smaller panel and delivery type trucks, not full size over the road trucks. The percentage of trucks on this project for both current and future years is assumed to be less than 1% of the average daily traffic volumes.

Level of Service (LOS) is used as a general qualitative measure of how adequate a particular roadway or intersection configuration performs in handling a given traffic load. Level of Service varies from the least impeded conditions for traffic with an LOS and A to conditions where cars experience unacceptable delays with an LOS of F. An in-depth discussion of the Level of Service concept and its potential impacts on the project can be found in the 2009 Traffic Study for the project and included with this report. Under current year conditions, Gwinnett Street operates at an arterial LOS C for westbound traffic and LOS C for eastbound traffic under normal conditions. With the improvements in place, Gwinnett Street is expected to operate at LOS E for westbound traffic and LOS C for eastbound traffic under normal conditions in the design year. During major "sell-out" events, the arterial is expected to operate at LOS E for westbound traffic and LOS D for eastbound traffic.

The widening project will provide adequate access to the proposed development while improving safety along the project corridor through separation of traffic, signalization of the Stiles Avenue intersection, and the provision of sidewalks for pedestrians.

Project Location: Proposed project CSSTP-0007-00(402) involves widening of 0.40 mile of Gwinnett Street in the City of Savannah. The project begins approximately 375 west of the intersection of Gwinnett Street with Stiles Avenue and extends easterly to the intersection with West Boundary Street and the I-16 southbound ramp, at which point the roadway will connect to the existing four lane divided section.

Description of the approved concept: The approved concept consists of widening Gwinnett Street to a 4 lane divided highway with a 20' raised median and Type A median crossovers at median openings. The roadway will have curb and gutter and 5' wide sidewalks on both the north and south sides. A new bridge will be provided to cross over the Springfield Canal. Right turn lanes will be provided at the southbound I-16 ramp and at Stiles Avenue. U-turn capacity will be provided at median breaks.

PDP Classification:

Full Oversight (), Exempt (X), SF (), Other ()

Functional Classification: Minor Urban Arterial

U.S. Route Number: None

State Route Number: None

Traffic (AADT) as shown in the approved concept:

Current year (2008): 17,820

Design Year (2028): 18,270

Proposed Features to be revised: Originally the existing roadway was to be widened to a four lane divided roadway by adding the raised median and the additional lanes to the south of the location of the existing two lanes, part of which would be utilized in the completed project. Since approval of the concept, the planners and developers of the proposed Gwinnett Village have requested modifications in alignment and typical section along their frontage in order to increase the amount of land available for use to the south and to make the widened roadway look more compatible with the "retro urban" image planned for the development. The City of Savannah has agreed to work with these parties, and therefore the design is being revised to shift the alignment centerline to the north and to change the proposed typical section. These actions will have no impact, either positive or negative, on roadway capacity or constructability. Each feature requiring a revision is listed below:

- **Typical Section** – The current proposed typical section consists of widening the existing 2-lane roadway to a four lane divided highway with a 20' raised median, Type "A" median openings and 12 foot urban shoulders with sidewalks and curb and gutter, and 12' roadway lanes.
- **Right-of-way limits:** Currently, most of the right-of-way required for the part of the project east of Springfield Canal was from the parcels to the south, with a small amount being acquired from the north side.
- **Roadway Alignment:** The current proposed alignment has the westbound lanes being in the location of the existing roadway, with the median and eastbound lanes being added to the south.

Describe the revised features to be approved:

- **Typical section:** For the roadway segment west of Springfield Canal, the typical section will be modified to use 11' roadway lanes instead of the 12' currently proposed. All other features will remain the same. For the roadway segment east of Springfield Canal, the roadway lanes will be reduced to 11', the shoulder width increased to a total of 18'-6" with 30" curb and gutter, 5' sidewalk and an 8' landscaped strip. The majority of this segment would also have an 8' lane on each outside lane to provide for parallel on-street parking; areas without parking would retain the other features noted above.
- **Right-of-way limits:** With the alignment shift described below, there will be a reduction in the amount of right-of way required to the south side of the eastern segment, with a corresponding increase in the amount required to the north, including a significant take from a parcel with no previous acquisition. However, this is not expected to have an impact on any of the environmental studies.

- Roadway alignment: The western roadway segment will remain as previously proposed. Once the Springfield Canal is crossed, a pair of transitory curves will be used to effect the roadway shift to the north. Further east, another pair of curves will effect the shift back to the south to match the existing roadway at the eastern terminus. The median opening currently proposed some 440' from the eastern terminus will be shifted to a point 920' from the eastern terminus to better serve the relocated City entrance and the main entrance to the development to the south.

Design Variances Anticipated: A variance for median opening spacing is anticipated, as the revised locations do not meet current guidelines. A variance for median width is anticipated as the retained 20' median does not meet current guidelines.

Updated traffic data (AADT):

Current

No Development: (2011) 10,200

100% Buildout: (2011) 17,910

Design Year

No Development: (2031) 11,100

100% Buildout: (2031) 18,890

Programmed Schedule:

PE 2009

RW 2009

Construction 2010

Revised Cost Estimates:

1. Construction cost, including E & C: ~~\$3,450,000~~ **\$2,073,000**
2. Right-of-way: By City
3. Utilities: By City

*1 del
8/14/09*

In this project in a non-attainment area: _____ Yes X No

Recommendation: Recommend that the proposed revisions to the concept be approved for implementation.

Attachments:

1. Sketch Map
2. Revised typical sections
3. Revised traffic study
4. Revised concept layout

Concur:

[Signature]

Director of Preconstruction

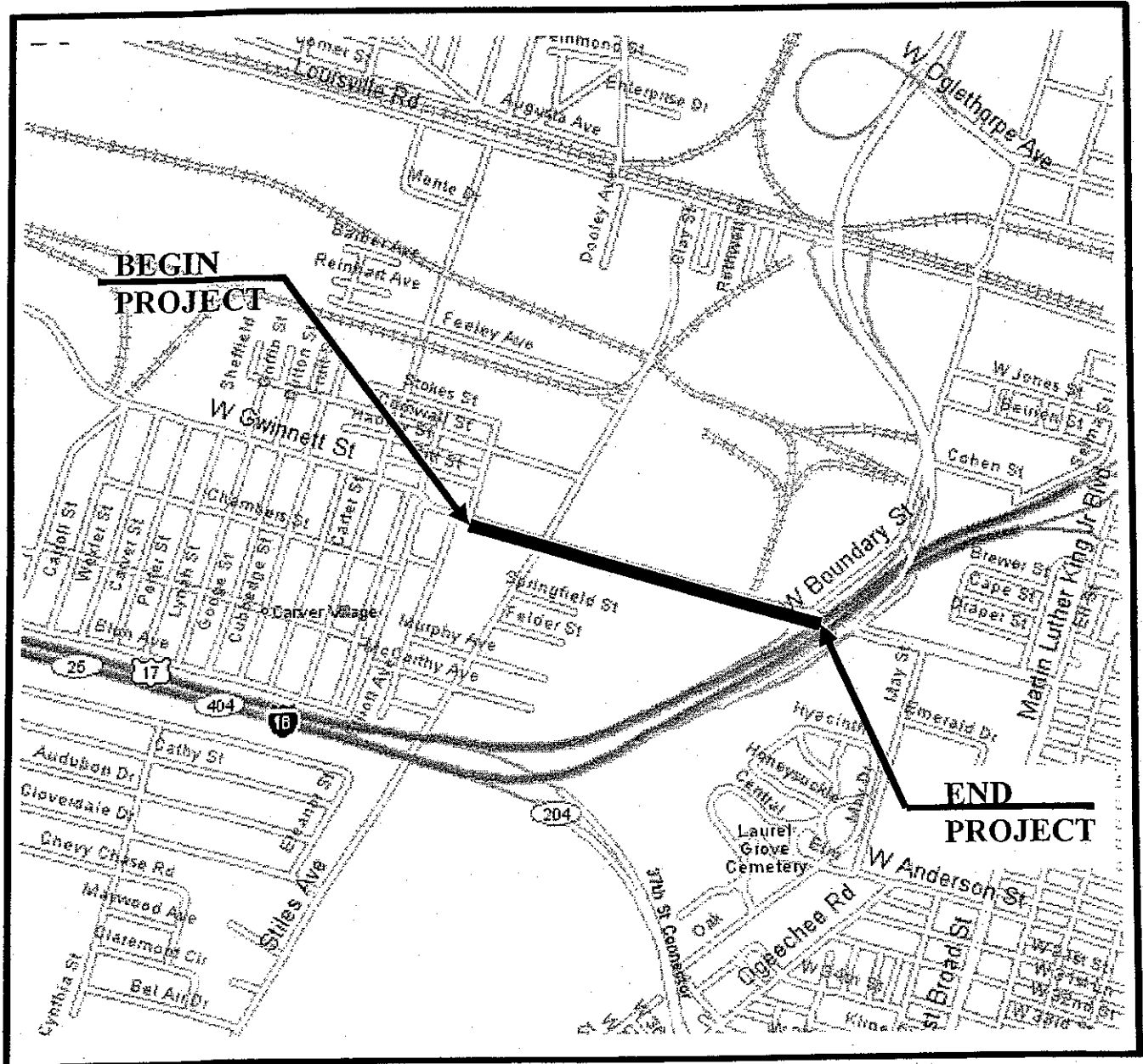
Approve:

[Signature]

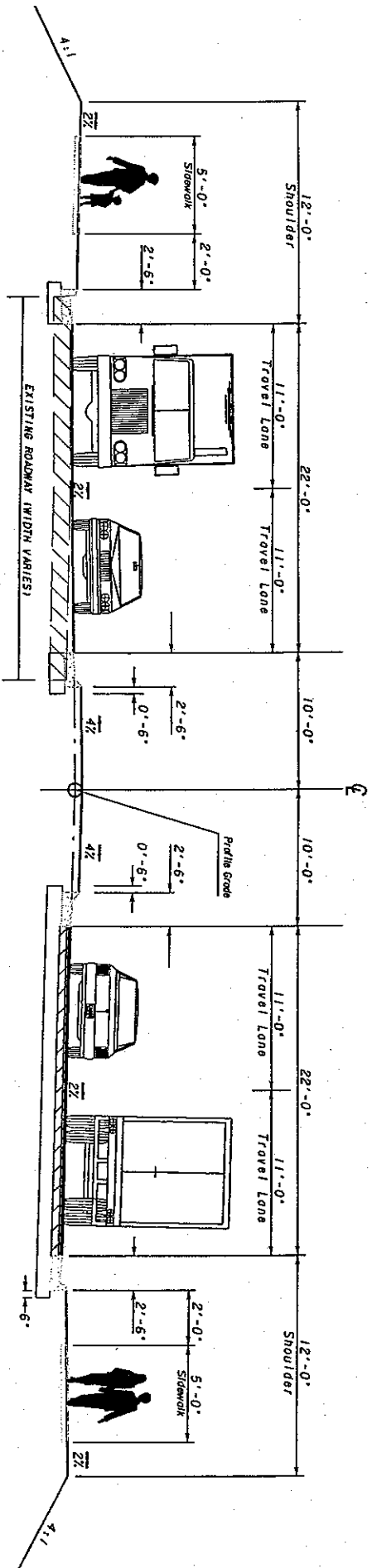
Chief Engineer

PROJECT LOCATION MAP

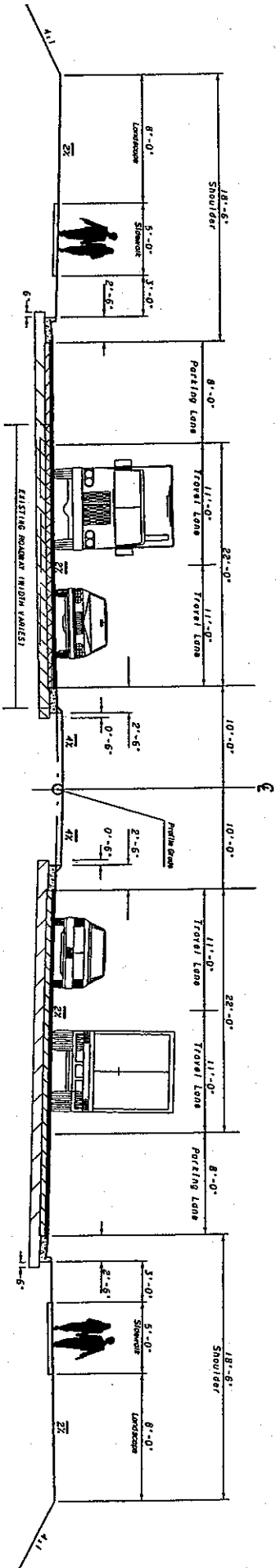
NTS



GWINNETT STREET WIDENING TYPICAL SECTION WEST OF SPRINGFIELD CANAL



GWINNETT STREET WIDENING TYPICAL SECTION EAST OF SPRINGFIELD CANAL WITH ON-STREET PARKING



EAST OF SPRINGFIELD CANAL
WITHOUT ON-STREET PARKING



M. T. S.



HUSSEY, GAY, BELL & DEYOUNG, INC.
CONSULTING ENGINEERS

April 16, 2009

Mr. Glenn Durrence, P.E.
District Engineer
Georgia Department of Transportation
204 Highway 301 North
Jesup, Georgia 31598

RE: CSSTP-0007-00(402) CHATHAM COUNTY
P.I. NUMBER 0007402
REVISED CONCEPT REPORT

District # 5
Jesup
Date: 4-17-09
☒ Dist. Engr.
☐ Personnel
☐ Contracts BB
☐ Dist. Est.
☐ Mtl's Test
☐ Constr.
☒ Progr. & R.I.
☐ Pre-Const.
☐ Local Gov./R.W.
☐ Design
☐ State Aid
☐ Right of Way
☐ E.E.C. & Tr.
☐ Employee Sfty
☐ Traffic Sfty
☐ Utilities
☐ Adm. Officer
☐ Purchasing
☐ Maintenance
☐ File Room

Dear Mr. Durrence:

Please find accompanying this letter the original copy of the revised concept report for the referenced project. This document is provided for your review and for further handling in accordance with the Plan Development Process (PDP).

Currently the approved concept calls for widening the existing two lane roadway to a four lane section divided by a 20' raised median by expanding to the south of the location of the existing travel lanes. The section features 12' travel lanes, a 12' urban shoulder and type A median openings. In the proposed revision, part of the alignment is shifted as shown on the attached layout so that widening occurs to both sides of the existing pavement location. The proposed travel lanes are now 11' wide. The section still features an urban shoulder, but the width varies as shown on the typical sections attached to the document.

If you have any questions or if I can provide additional information, please call.

Sincerely,

BILL NICHOLSON

cg

329 COMMERCIAL DRIVE (31406) • P.O. BOX 14247 • SAVANNAH, GEORGIA 31416-1247 • TELEPHONE 912.354.4626 • FACSIMILE 912.354.6754

625 Green Street, N.E.
Gainesville, GA 30501
Telephone: 770.535.1133
Facsimile: 770.535.1134

474 Wando Park Blvd., Suite 201 (29464)
P.O. Box 1771
Mt. Pleasant, SC 29465
Telephone: 843.849.7500
Facsimile: 843.849.7502

1219 Assembly Street (29201)
P.O. Box 7967
Columbia, SC 29202
Telephone: 803.799.0444
Facsimile: 803.799.1499

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. CSHPP-0007-00(402), Chatham
CS 1504/GWINNETT ST FM STILES AVENUE
TO I-16
P.I. No. 0007402

OFFICE D5/RD

DATE 12/18/2008

FROM Glenn Durrence, P. E., District 5 Engineer

TO Ron Wishon, Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER Dennis Odom

MNGT LET DATE 3/1/2010

MNGT R/W DATE 3/1/2009

PROGRAMMED COST (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$2,926,000

DATE 11/15/2007

RIGHT OF WAY \$N/A

DATE Select Date

UTILITIES \$N/A

DATE Select Date

REVISED COST ESTIMATES

CONSTRUCTION* \$2,072,925

RIGHT OF WAY \$ 800,000

UTILITIES** \$N/A

* Costs contain 5% Engineering and Inspection and 4% Construction Contingencies and Fuel and Liquid AC Adjustments.

** Costs contain 30% contingency.

REASON FOR COST INCREASE Decreased due to revised cost estimate.

CONTINGENCY SUMMARY

Construction Cost Estimate: \$1,676,000 (Base Estimate)

Engineering and Inspection: \$83,800 (Base Estimate x 5 %)

Construction Contingency: \$50,280 (Base Estimate x 3 %)
(The Construction Contingency is based on the Project Improvement Type in TPro.)

Total Fuel Adjustment \$ 98,415 (From attached worksheet)

Total Liquid AC Adjustment \$ 164,430 (From attached worksheet)

Construction Total: \$2,072,925

Utility Cost Estimate: \$Enter Value

Utility Contingency: \$Enter Value 30 %

Utility Total: \$Enter Value

REIMBURSABLE UTILITY COST

Utility Owner	Reimbursable Costs
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Attachments

c: Genetha Rice - Singleton, Assistant Director of Preconstruction

Angela Whitworth, Financial Management Administrator

Gwinnett Street Widening: Conceptual Cost Estimate

Item Number	Item	Quantity	Unit	Unit Cost	Cost, Raw	Cost, Rounded
Right-of-Way						
A1	Property (Land and Structures) / 16 parcels	2.0	acre	\$ 200,000.00	\$ 400,000.00	\$ 400,000.00
A2	Displacements - Res. 0, Bus. 1, MH: 0	1	each	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00
A3	Other Costs (Administrative Costs, Inflation)	1	lump sum	\$ 300,000.00	\$ 300,000.00	\$ 300,000.00
					Subtotal A	\$ 800,000.00
Reimbursable Utilities						
B1	Railroad		lump sum			
B2	Transmission Lines		lump sum			
B3	Services		lump sum			
					Subtotal B	\$
Construction: Major Structures						
C1a	Retaining Walls		linear foot			
C1b	Bridges	1	lump sum	\$ 375,000.00	\$ 375,000.00	\$ 375,000.00
C1c	Detour Bridges		lump sum			
C1d	Box Culverts		lump sum			
					Subtotal C1	\$ 375,000.00
Construction: Grading and Drainage						
C2a	Earthwork	1725,000	cubic yard	\$ 8.50	\$ 212,500.00	\$ 213,000.00
C2b-1	Drainage, Cross Drain Pipe		lump sum			
C2b-2	Drainage, Curb & Gutter, 9000 linear feet	9,000	linear foot	\$ 12.00	\$ 108,000.00	\$ 108,000.00
C2b-3	Drainage, Longitudinal System	1	lump sum	\$ 110,000.00	\$ 110,000.00	\$ 110,000.00
					Subtotal C2	\$ 431,000.00
Construction: Base and Paving						
C3a	Aggregate Base - Graded Aggregate (10')	15,700	square yard	\$ 12.00	\$ 188,400.00	\$ 190,000.00
C3b-1	Asphalt Paving Surface Course (12.5mm SP)	1,350	ton	\$ 42.00	\$ 56,700.00	\$ 60,000.00
C3b-2	Asphalt Paving Binder Course (19.0mm SP)	1,550	ton	\$ 42.00	\$ 65,100.00	\$ 70,000.00
C3b-3	Asphalt Paving Base Course (25.0mm SP)	2,350	ton	\$ 42.00	\$ 98,700.00	\$ 100,000.00
					Subtotal C3b	\$ 230,000.00
C3c	Concrete Paving		square yard			
C3d	Other - Asphalt Concrete Leveling	800	ton	\$ 40.00	\$ 32,000.00	\$ 32,000.00
					Subtotal C3	\$ 462,000.00
Construction: Lump Items						
C4a	Traffic Control	1	lump sum	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00
C4b	Clearing and Grubbing (includes demolition)	6.5	acre	\$ 8,000.00	\$ 52,000.00	\$ 52,000.00
C4c	Landscaping	1	lump sum	\$ 55,000.00	\$ 55,000.00	\$ 55,000.00
C4d	Erosion Control	0.5	mile	\$ 40,000.00	\$ 20,000.00	\$ 20,000.00
C4e	Detours		lump sum			
					Subtotal C4	\$ 227,000.00
Construction: Miscellaneous						
C5a	Lighting		lump sum			
C5b	Signing - Striping - Signalization	1	lump sum	\$ 90,000.00	\$ 90,000.00	\$ 90,000.00
C5c	Guardrail	160	linear foot	\$ 15.00	\$ 2,400.00	\$ 3,000.00
C5d	Sidewalk - Driveways	2,800	square yard	\$ 35.00	\$ 98,000.00	\$ 98,000.00
					Subtotal C5	\$ 191,000.00
Construction: Special Features						
C6	Special Features		lump sum			
					Subtotal C6	\$

Summary

Subtotal A	\$	800,000.00
Subtotal B	\$	
Subtotal C1	\$	375,000.00
Subtotal C2	\$	431,000.00
Subtotal C3	\$	462,000.00
Subtotal C4	\$	227,000.00
Subtotal C5	\$	191,000.00
Subtotal C6	\$	
Raw Subtotal C	\$	1,676,000.00
- E & C (45%)	\$	754,200.00
Inflation (5% 2 years)	\$	166,000.00
Subtotal C	\$	2,426,000.00
Grand Total	\$	2,626,000.00

WDP
8/14/09

P.I. Number 7402County CHATHAMDate 12/18/2008Project Number CSSTP00-0007-00(402)

Special Provision, Section 109-Measurement and Payment
FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)

ENTER FPL DIESEL	2.732
ENTER FPM DIESEL	6.147

ENTER FPL UNLEADED	1.729
ENTER FPM UNLEADED	3.89025

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

INCREASE ADJUSTMENT
125.00%

INCREASE ADJUSTMENT
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)	25000.000	✓ 0.29	7250.00	0.15	3750.00	
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15		
GAB paid as specified by the ton under Section 310 (TON)	8635.000	✓ 0.29	2504.15	0.24	2072.40	
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	5250.000	✓ 2.90	15225.00	0.71	3727.50	
PCC Pavement paid as specified by the square yard under Section 430 (SY)	800.000	✓ 0.25	200.00	0.20	160.00	

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class __ (CY) Section 500				8.00		1.50		
Superstru Con Class __ (CY) Section 500				8.00		1.50		
Superstru Con Class __ (CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500				8.00		1.50		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
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Stru Steel Plan Quantity (LB) Section 501				8.00		1.50	
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50	
PSC Beams (LF) Section 507				8.00		1.50	
PSC Beams (LF) Section 507				8.00		1.50	
PSC Beams (LF) Section 507				8.00		1.50	
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50	
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50	
Bar Reinf Steel (LB) Section 511				8.00		1.50	
Piling inch (LF) Section 520				8.00		1.50	
Piling inch (LF) Section 520				8.00		1.50	
Piling inch (LF) Section 520				8.00		1.50	
Piling inch (LF) Section 520				8.00		1.50	
Piling inch (LF) Section 520				8.00		1.50	
Piling inch (LF) Section 520				8.00		1.50	
Drilled Caisson, (LF) Section 524				8.00		1.50	
Drilled Caisson, (LF) Section 524				8.00		1.50	
Drilled Caisson, (LF) Section 524				8.00		1.50	
Pile Encasement, (LF) Section 547				8.00		1.50	
Pile Encasement, (LF) Section 547				8.00		1.50	
SUM QF DIESEL=		25179.15		SUM QF UNLEADED=		9709.90	
DIESEL PRICE ADJUSTMENT(\$)				\$79,107.85			
UNLEADED PRICE ADJUSTMENT(\$)				\$19,306.68			

**APPLICABLE TO CONTRACTS/PROJECTS CONTAINING THE 413 SPECIFICATION, SECTION 413.5.01 ADJUSTMENTS
ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT**

PRICE ADJUSTMENT(\$)	
----------------------	--

PRICE ADJUSTMENT(\$)	\$164,430.00
----------------------	--------------

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

ENTER APL

ENTER APM

125.00%	INCREASE ADJUSTMENT
---------	---------------------

Use this side for Asphalt Emulsion Only		
L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)
TMT = <input style="width: 150px;" type="text"/>		
REMARKS:		

Use this side for Asphalt Cement Only		
L.I.N.	TYPE	TACK (GALLONS)
TMT = <input style="width: 150px;" type="text"/>		
REMARKS:		

MONTHLY PRICE ADJUSTMENT(\$)	
------------------------------	--

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)

DIESEL PRICE ADJUSTMENT(\$) \$79,107.85

UNLEADED PRICE ADJUSTMENT(\$) \$19,306.68

ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX)

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX \$164,430.00

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

REMARKS:	
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TOTAL ADJUSTMENTS	\$262,844.53
-------------------	---------------------